

Alexandria Master Plan
Amendment #2005-0006

CDD Zoning Text
Amendment #2005-0007

December 6, 2005

Issues

Should the city:

- Eliminate the requirement for a pedestrian connection on the Monroe Avenue Bridge?
- Add the Crystal City/Potomac Yard transit corridor to the transportation master plan?

Monroe Avenue Bridge Pedestrian Connection

An amendment to the CDD zoning to eliminate a requirement for a pedestrian connection for the Monroe Avenue bridge (TA# 2005-0007)

Monroe Avenue Bridge Pedestrian Connection

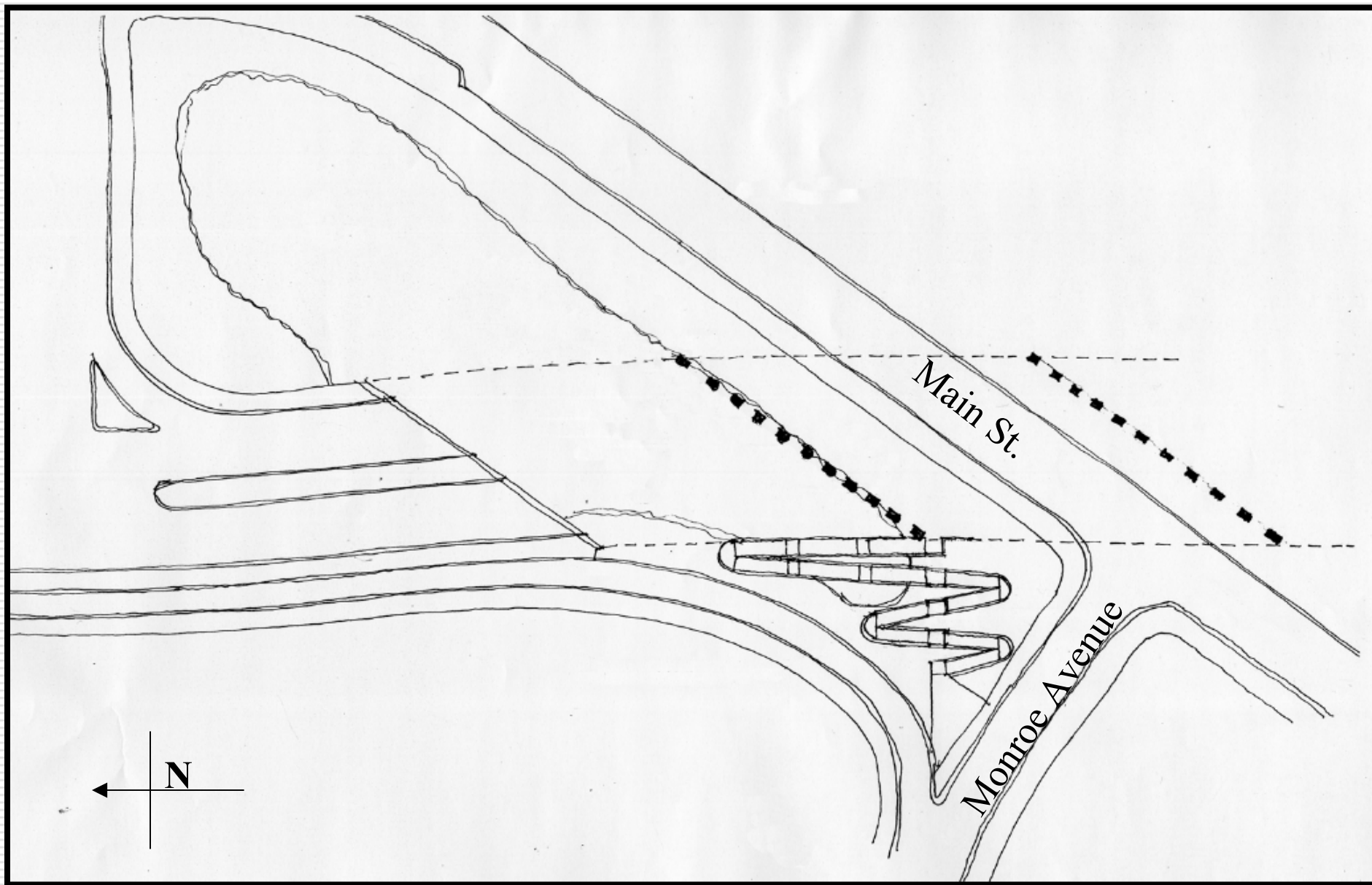
- CDD condition #1 “Trigger Condition”
- City Council approval January 2003
- Supported by community

Challenges

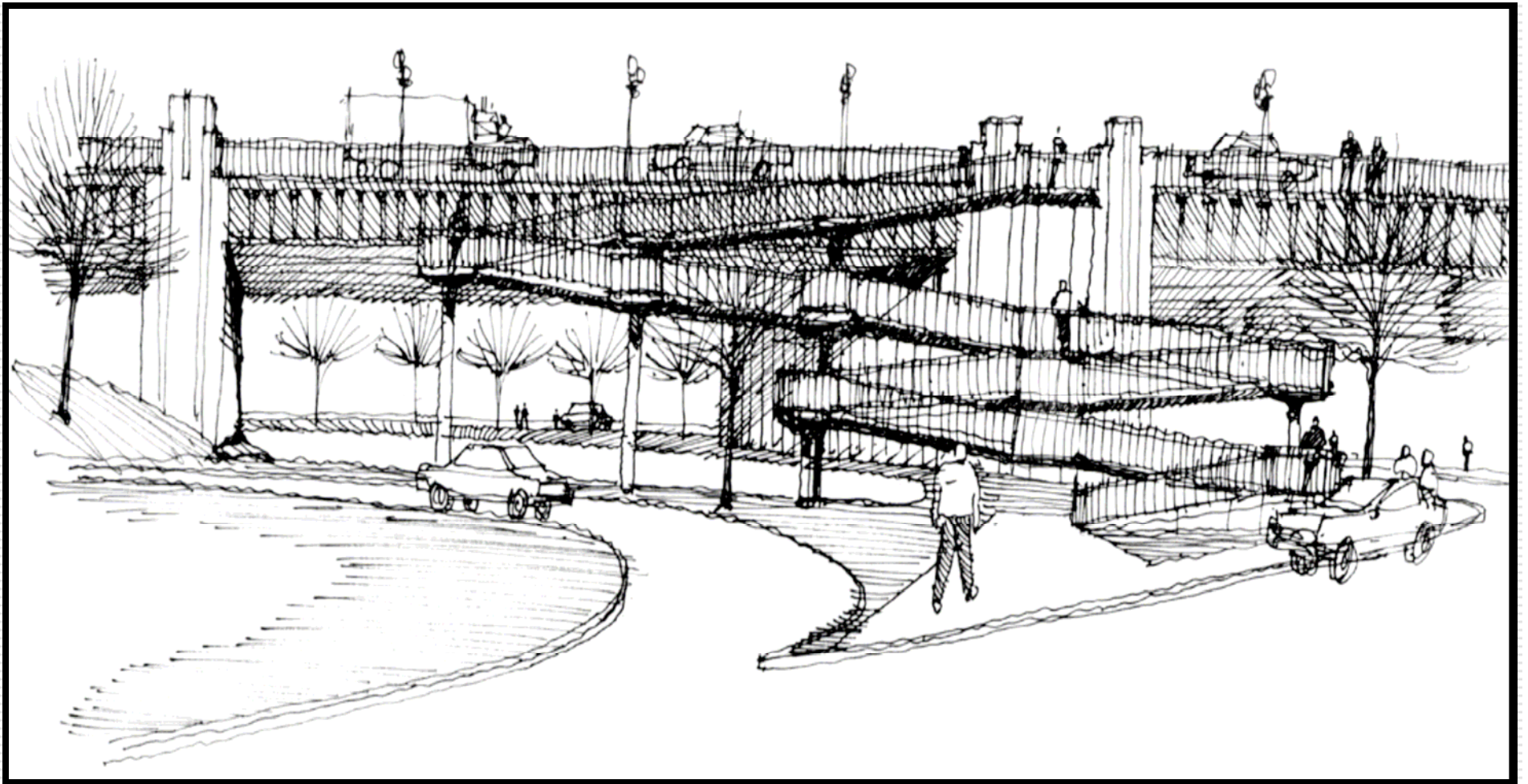
- Aesthetics
- Safety
- Limited Distance Savings



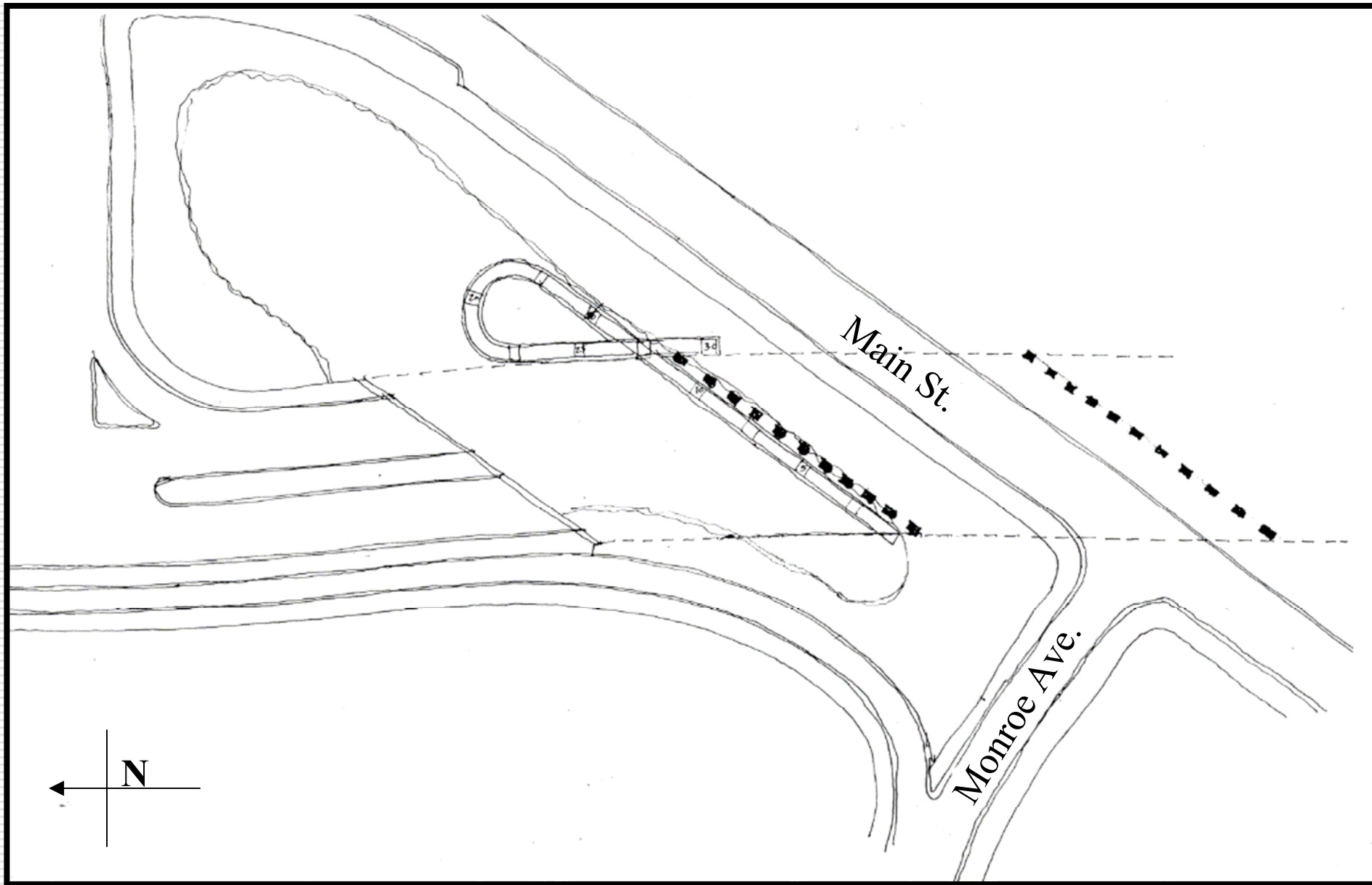
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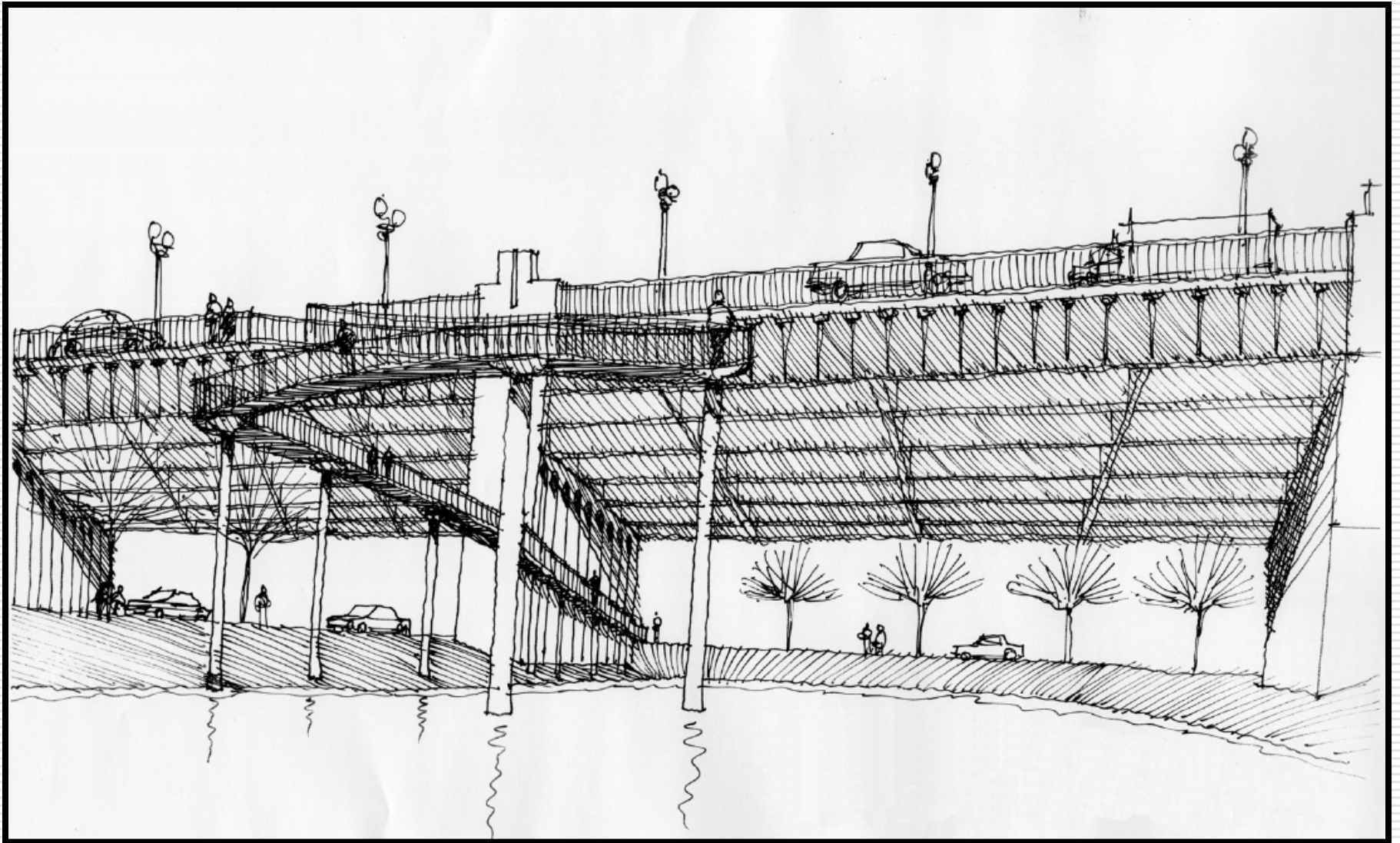
Planning Commission December 6,
2005



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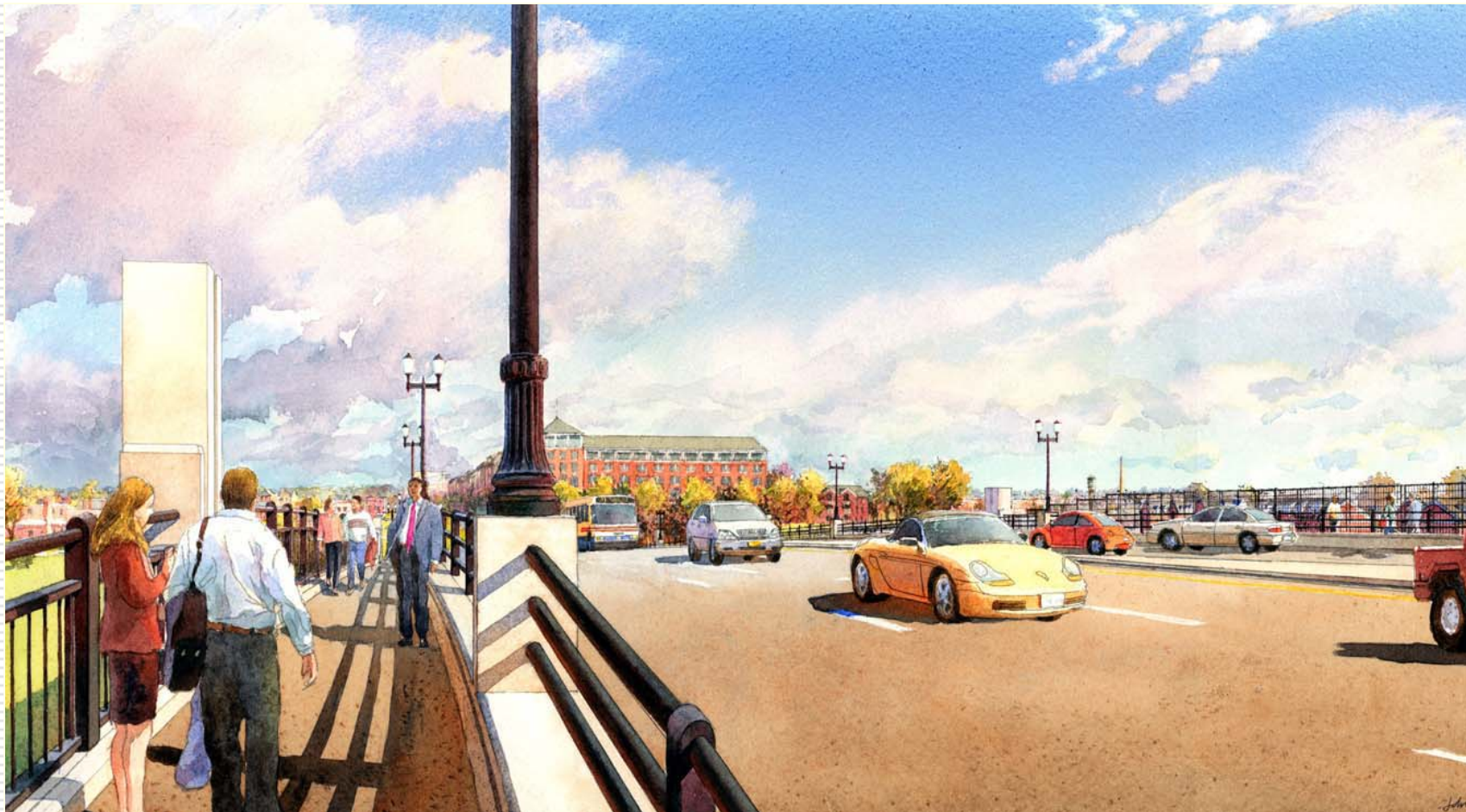
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Existing Sidewalk



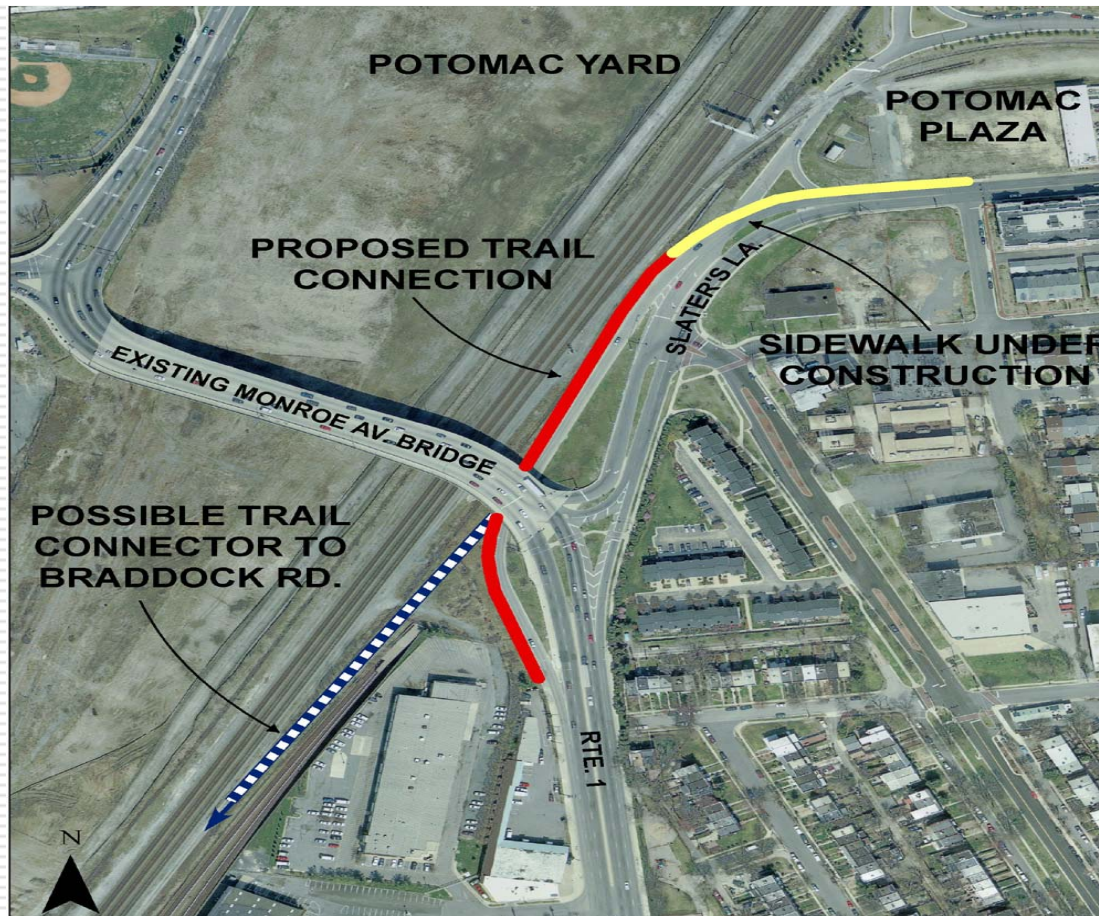
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Proposed Sidewalk



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Additional Pedestrian Connectivity



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Community Meeting

Construction of Monroe Avenue Bridge

Monday December 12, 2005

7:00 p.m.

George Washington Middle School
Auditorium

Crystal City/Potomac Yard Transit Corridor

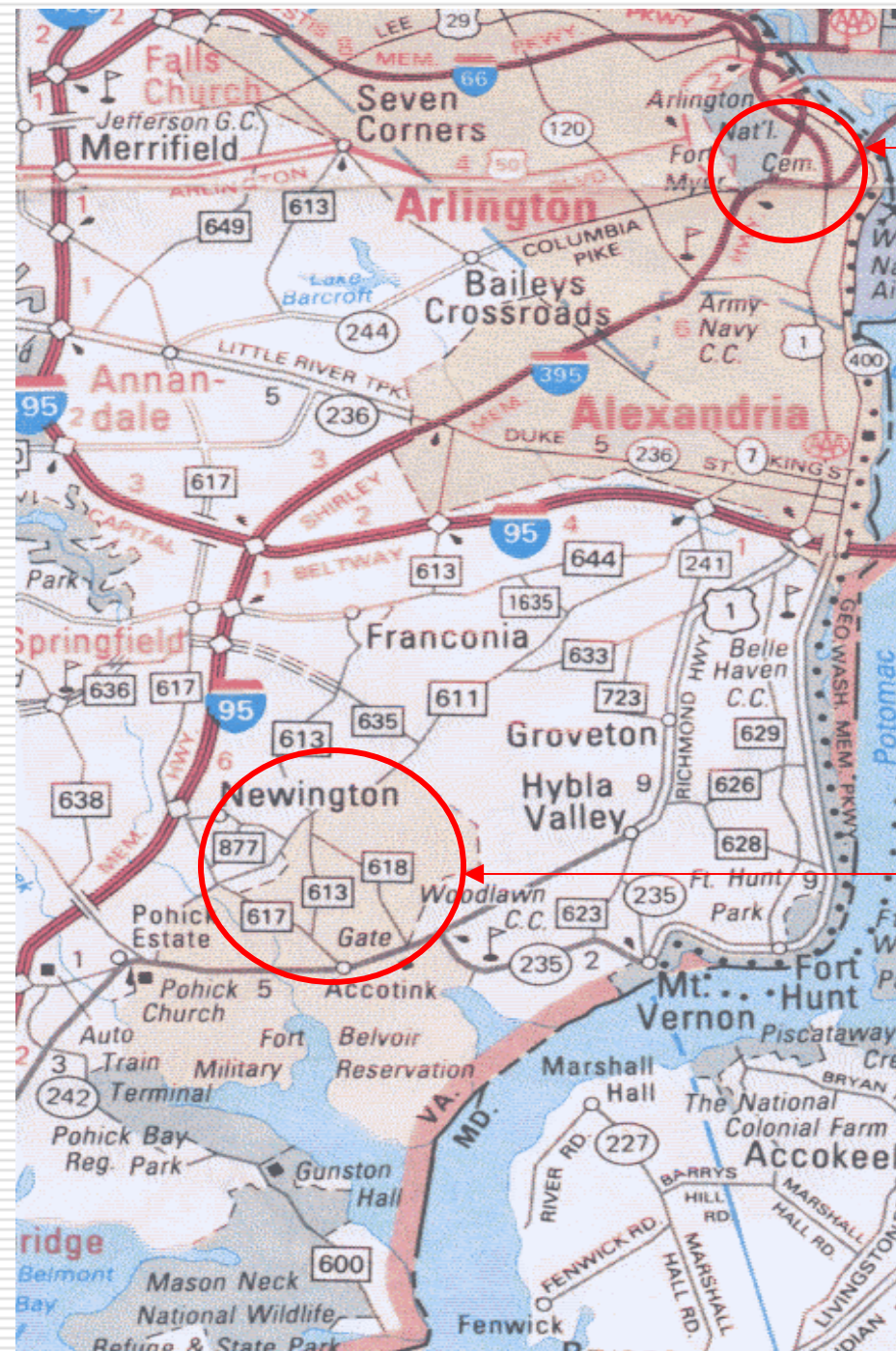
- An amendment to the Transportation Chapter of the Master Plan to include the Crystal City/Potomac Yard transit corridor (MPA# 2005-0006)
- An amendment to the CDD zoning to permit Route 1 to be the transit corridor (TA# 2005-0007)

Long Range Benefits

- Increased multi-modal alternatives
- Improved corridor circulation
- Local connectivity
- Regional connectivity/alternatives

Potomac Yard - 1,500 to 2,000 peak hour trips

Potential Regional Service



Pentagon

Fort Belvoir

Transit in Potomac Yard Development

CDD Condition

"Development within the CDD shall not preclude the possible future construction of a Metro station; nor shall development within any right-of-way or dedicated open space within the CDD preclude the future construction of a light rail or similar transit system."

SUP and TMP/SUP Conditions

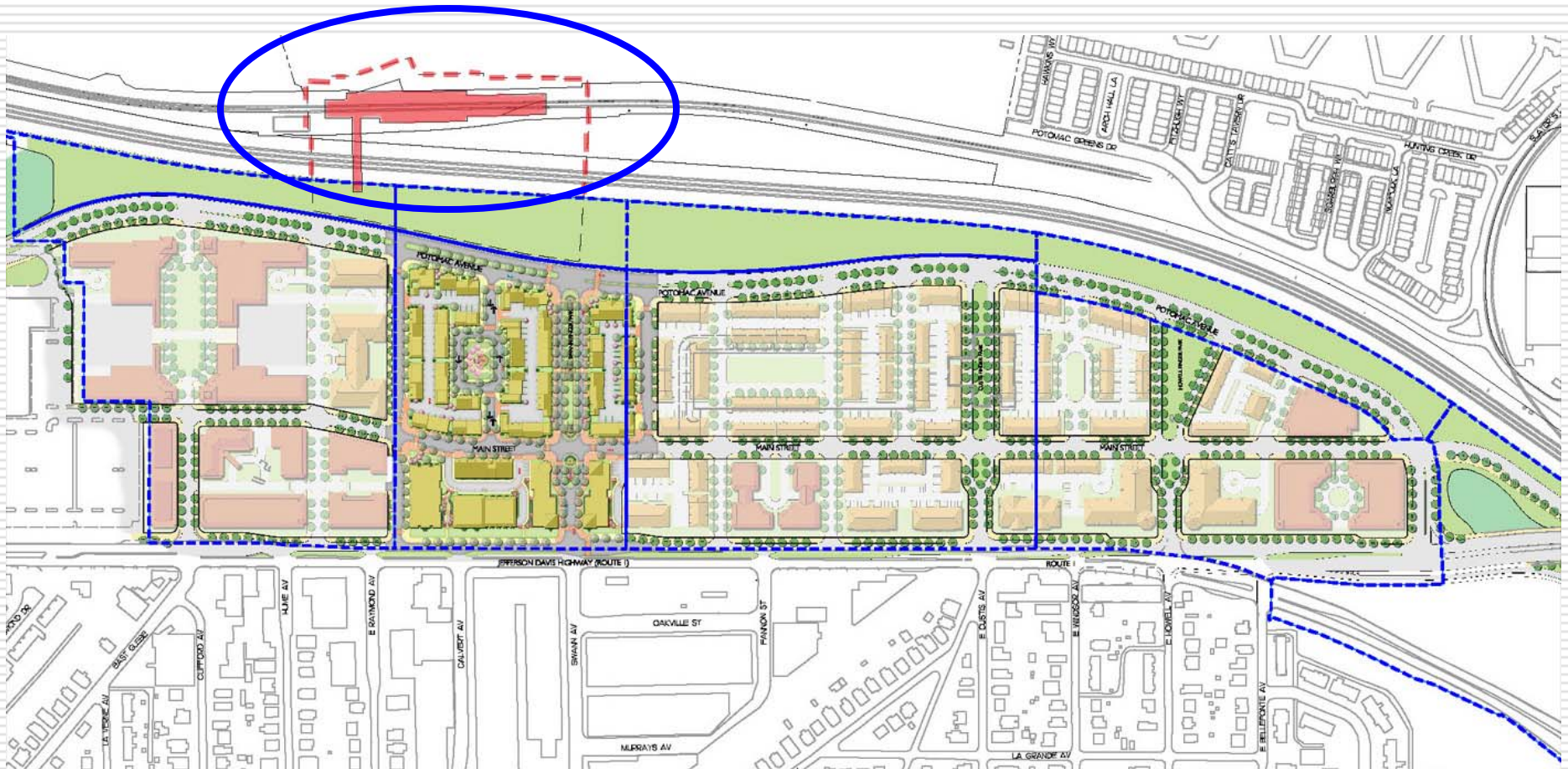
Reserve site for possible future Metrorail station

Provide shuttle service to Braddock Road and/or Crystal City Metrorail stations

Potomac Yard Metrorail Station

- Proposed by RF&P in 1986
- Included in 1988 Alexandria 2020 Plan
(Approx. 18 to 20 million sq. ft. of development)
- Not included in 1992 Potomac Yard/Potomac Greens Small Area Plan
(Approx. 12 million sq. ft. of development)
- Included in 1993 Rezoning for Redskins Stadium
(Approx. 12 million sq. ft. of development)
- Not included in 1999 CCD Concept Plan/Alternative Concept Plan
(Approx. 6 million sq. ft. of development)

Reserved Metrorail Station Site

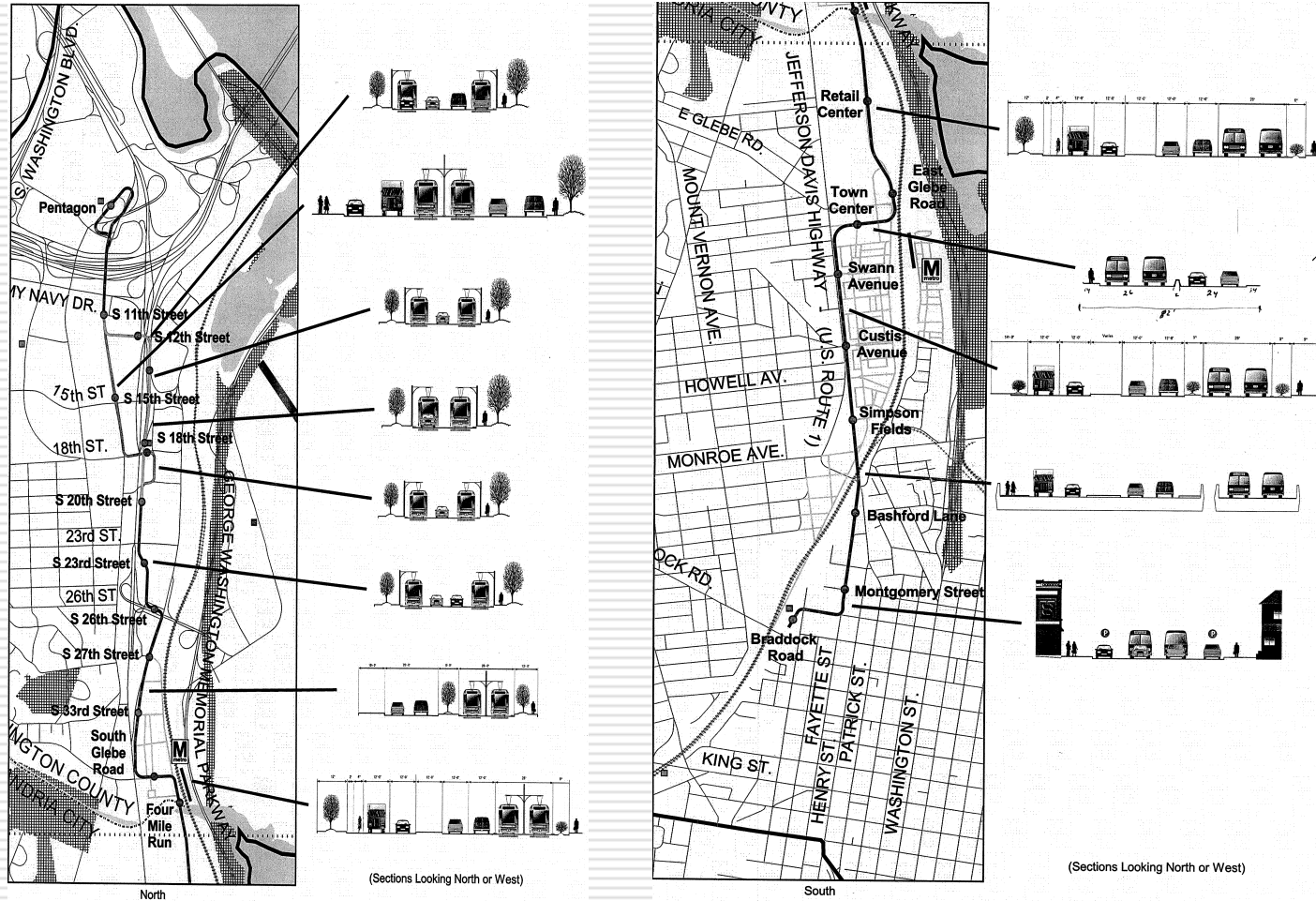


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December 6, 2005

Crystal City/Potomac Yard Corridor Transit Alternatives Analysis

- Joint study by Alexandria, Arlington and DRPT
- Completed in 2003
- Considered bus rapid transit (BRT), light rail transit (LRT) and enhanced Metrorail in the corridor

Transit Alternatives Analysis Preferred Corridor Location



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December 6, 2005

Alexandria Transit Corridor Alignment



Crystal City/Potomac Yard Corridor Transit Alternatives Analysis

Results:

- Projected ridership justifies advancing project into FTA development process and New Starts Program
- BRT alternative produces the greatest transit ridership
- BRT and LRT better serve access within the corridor; Metrorail provides better regional connectivity

Crystal City/Potomac Yard Corridor Transit Alternatives Analysis

Results: (continued)

- BRT capital costs are significantly lower than LRT and Metrorail alternatives
- Overall 20-year costs (present value):
 - BRT - \$160 million
 - LRT - \$340 million
 - Metrorail - \$190 million
- BRT appears to be most cost-effective alternative

Crystal City/Potomac Yard Corridor Transit Alternatives Analysis

Recommendations:

- BRT should be advanced as locally preferred alternative for FTA New Start Evaluation
- BRT, LRT and Metrorail are all viable options and should be carried forward to EIS
- Selection of BRT should not preclude construction of one or more future Metrorail stations

Transportation Task Force

Recommendation for project addition to the Transportation Chapter of Master Plan:

Development of the Alexandria segment of a high-capacity transit corridor connecting Braddock Road Metrorail Station to the Crystal City/Pentagon area. This transit corridor is to be developed as general conformity with the Crystal City / Potomac Yard Transit Corridor Alternatives Analysis and compatible with the operational requirements of both bus rapid transit (BRT) and light rail transit (LRT).

Transportation Task Force

Further Recommendations:

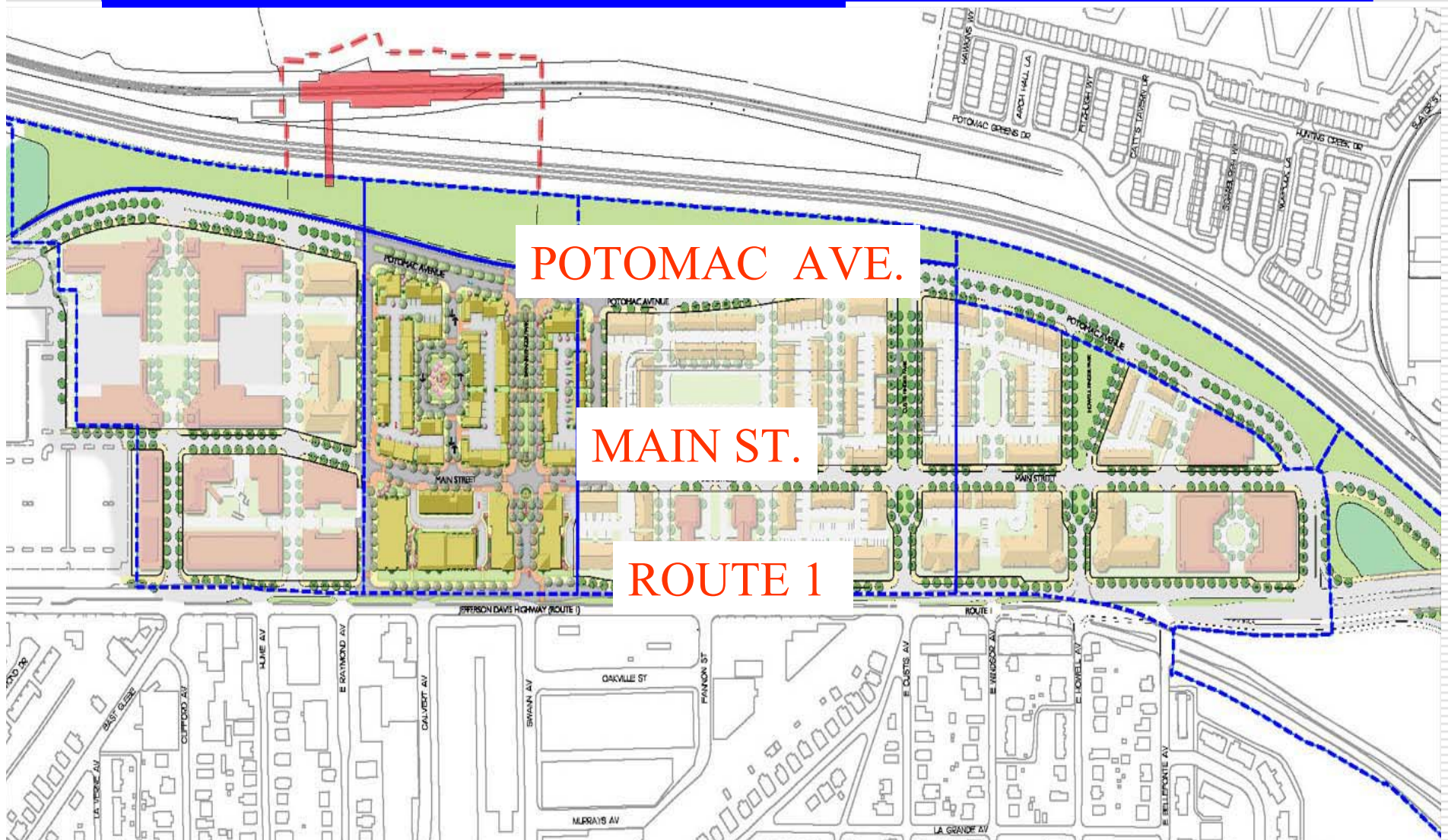
1. The transit corridor is a dedicated transit travelway located within exclusive right-of-way to the greatest extent feasible.
2. The initial alignment of this corridor follows the route recommended in the alternatives analysis. Specifically, extending along planned Potomac Avenue from Four Mile Run to the Potomac Yard Town Center area, generally along East Glebe Road extended to U.S Route 1 (Jefferson Davis Highway) and along Route 1 to the Braddock Road Metrorail Station.
3. As redevelopment may occur along Route 1 between East Glebe Road and Four Mile Run, efforts are made to relocate the northern portion of the corridor from Potomac Avenue to Route 1.

Transportation Task Force

Further Recommendations:

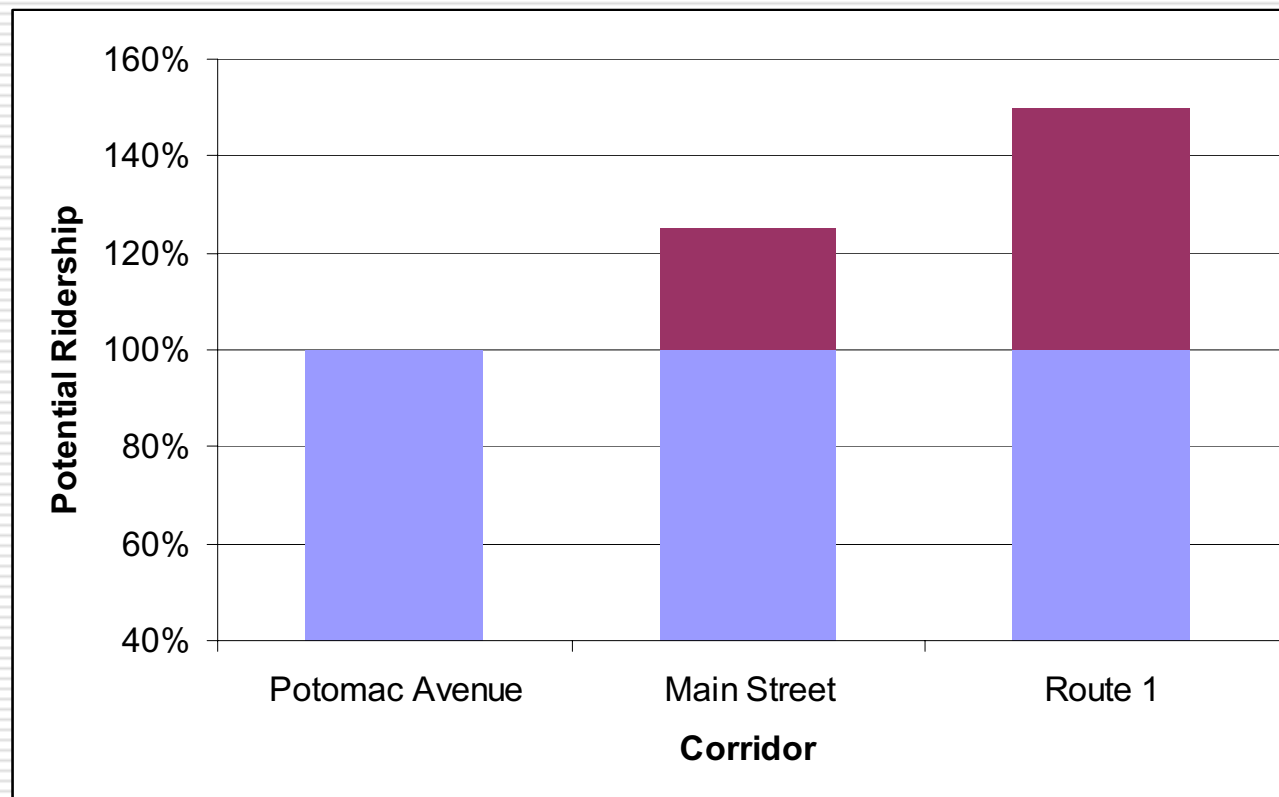
4. Along Route 1, the corridor is a median-located, bidirectional transitway.
5. The corridor be designed and implemented to provide high levels of pedestrian accessibility and user amenities.
6. The corridor is initially developed for bus rapid transit (BRT) service.
7. The corridor be designed and implemented consistent with the boulevard concept for Route 1 described in the *Potomac Yard Design Guidelines*.

Location of Dedicated Transit Lanes



Why the Route 1 Corridor?

Potential Ridership



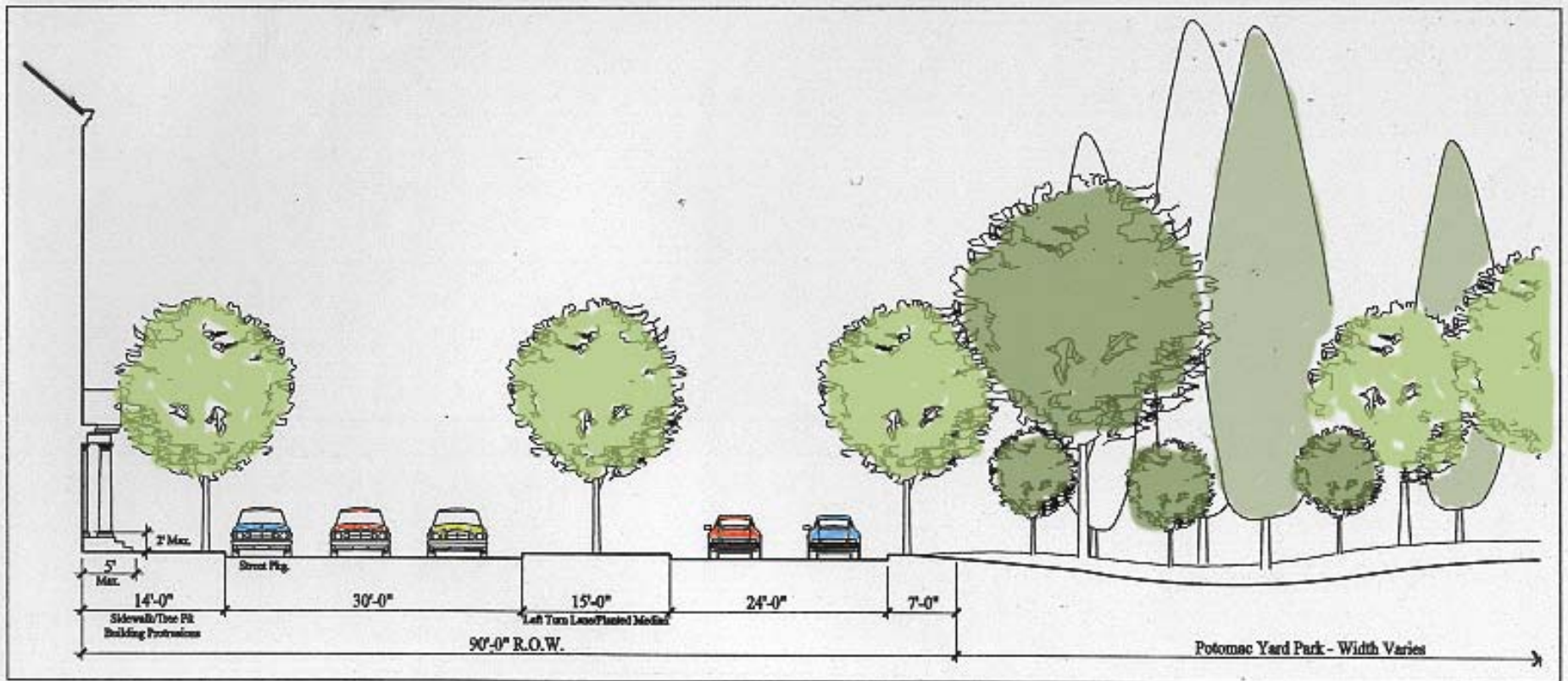
Why the Route 1 Corridor?

Transitway Requirements for BRT or LRT

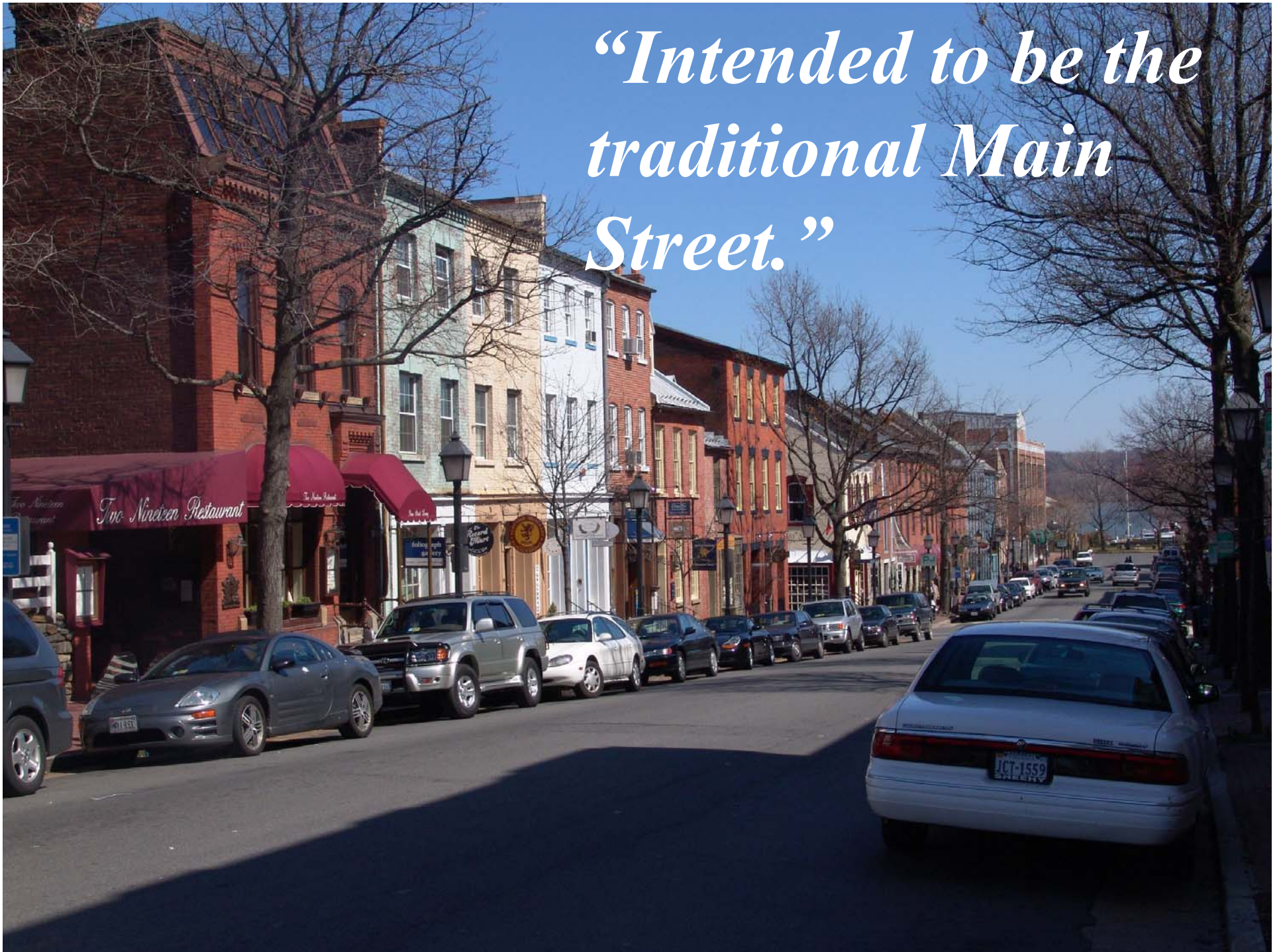
Travelway	26 feet for two-way operation 14 - 16 feet for one-way operation
Station Depth	16 feet desirable 10 feet minimum

Potomac Avenue

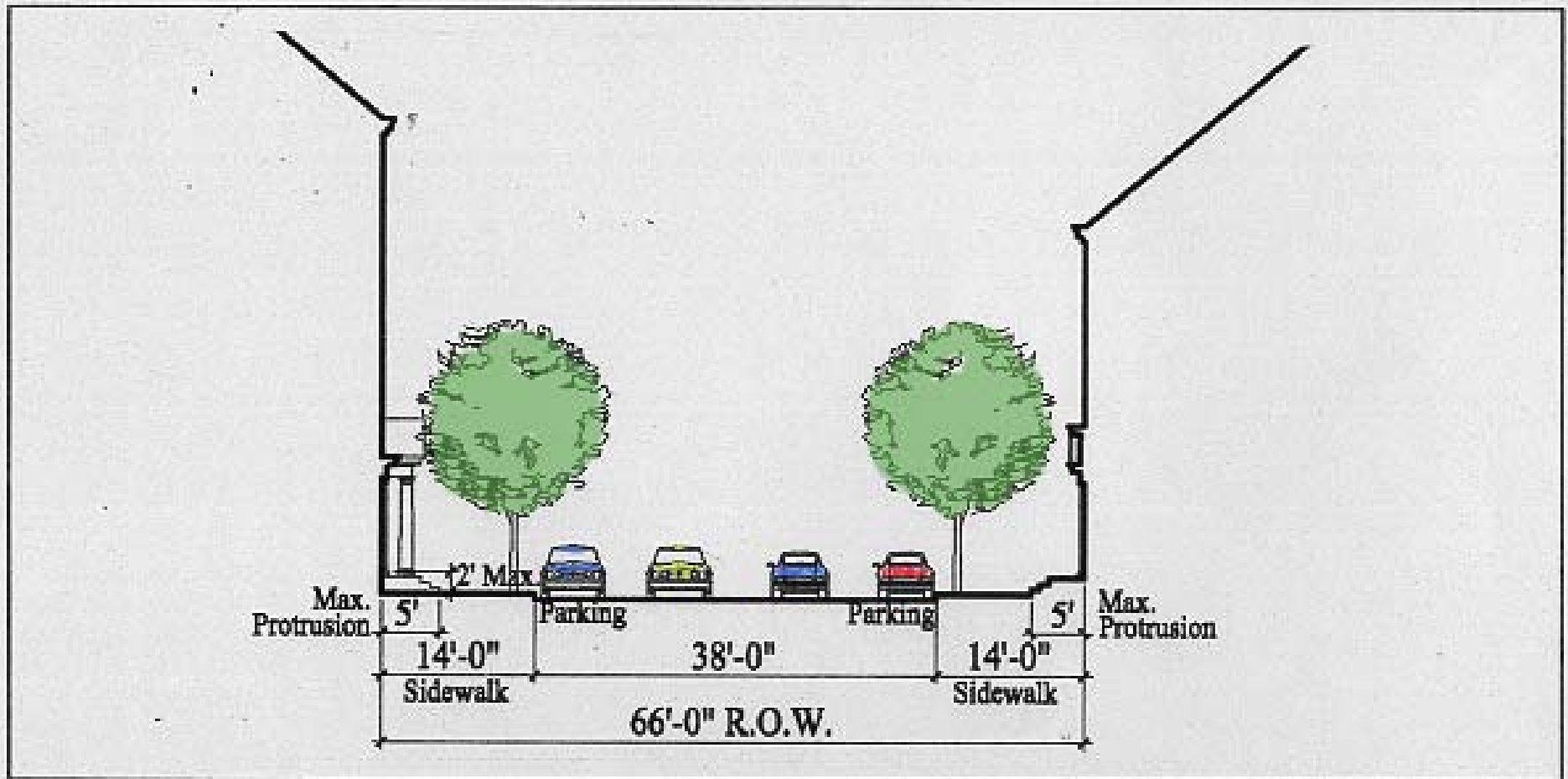
"Curvilinear in alignment and park-like in character."



*“Intended to be the
traditional Main
Street.”*



Main Street



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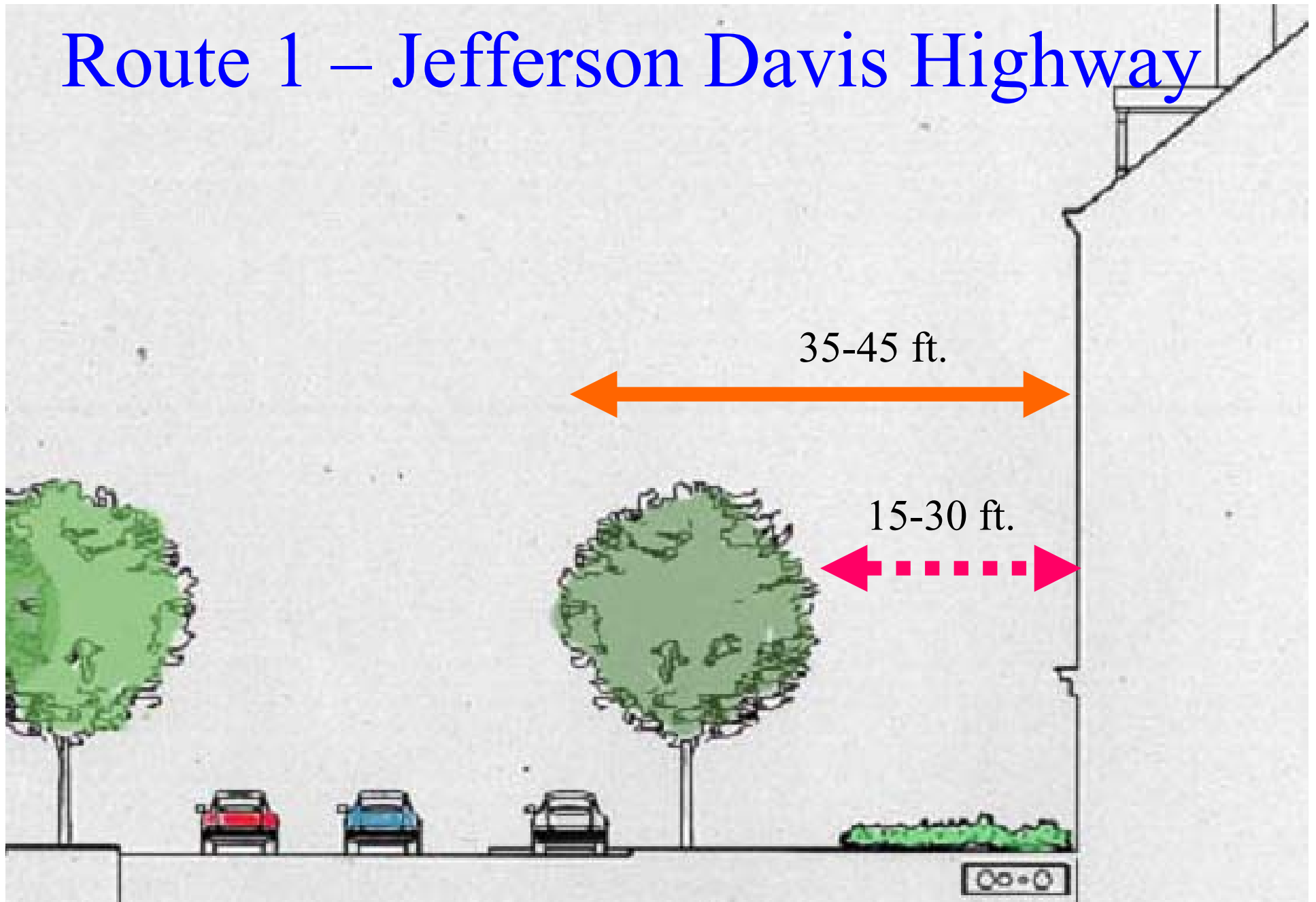
*“Urban Boulevard, center median
and larger right-of-way.”*

Route 1



2005

Route 1 – Jefferson Davis Highway



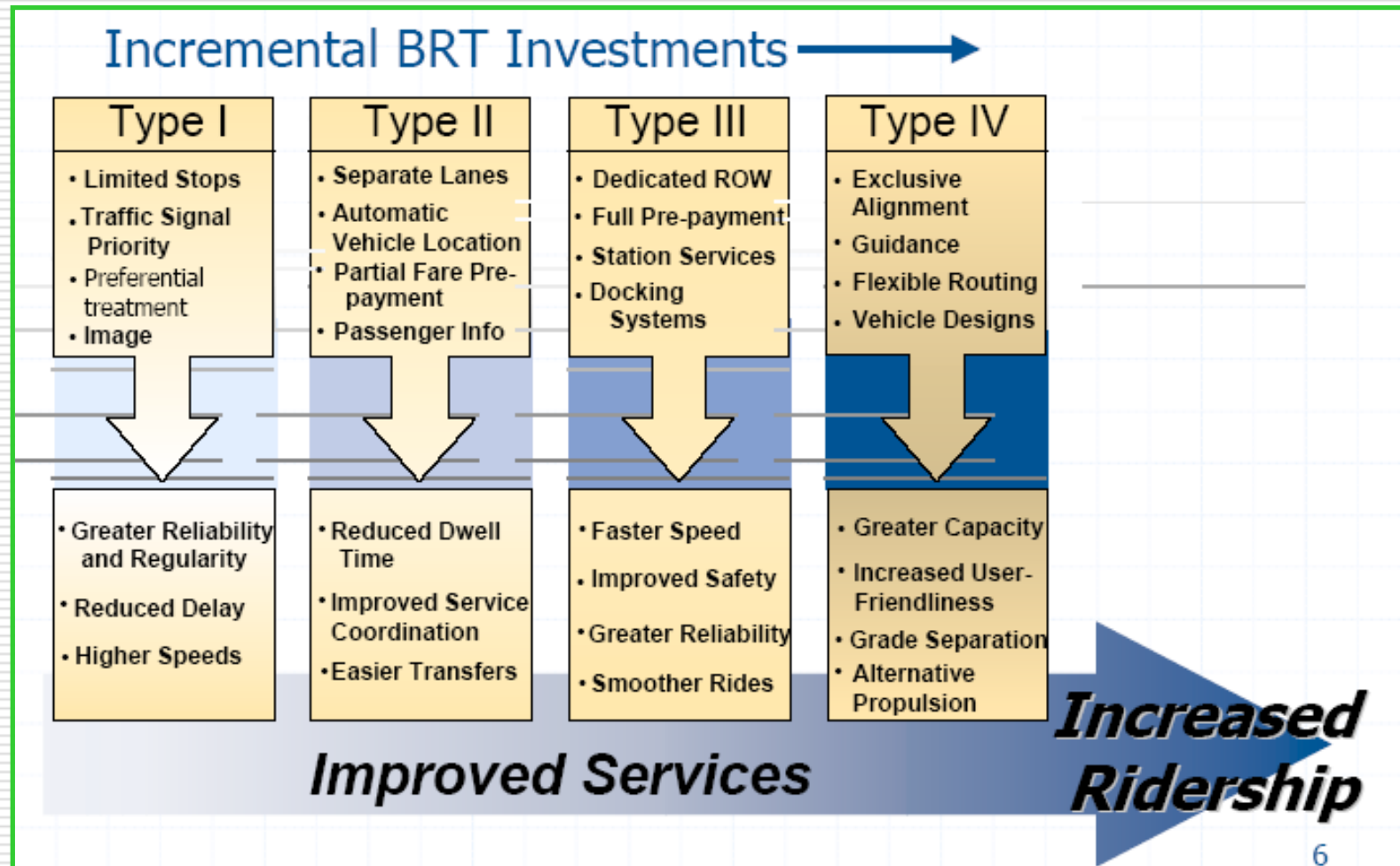
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Issues to be Resolved

- Quality of Transit Service
- Transitway Configuration
- Urban Boulevard/Streetscape
- Pedestrian Treatments
- Building Setbacks

Quality of Transit Service



Transitway Elements

Desired Configuration

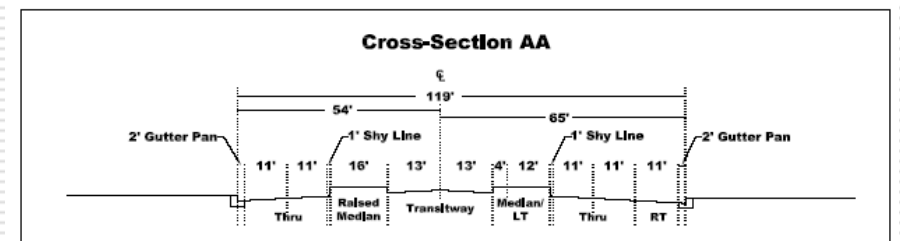
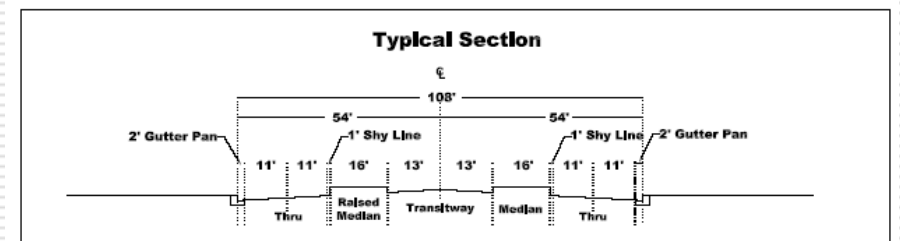
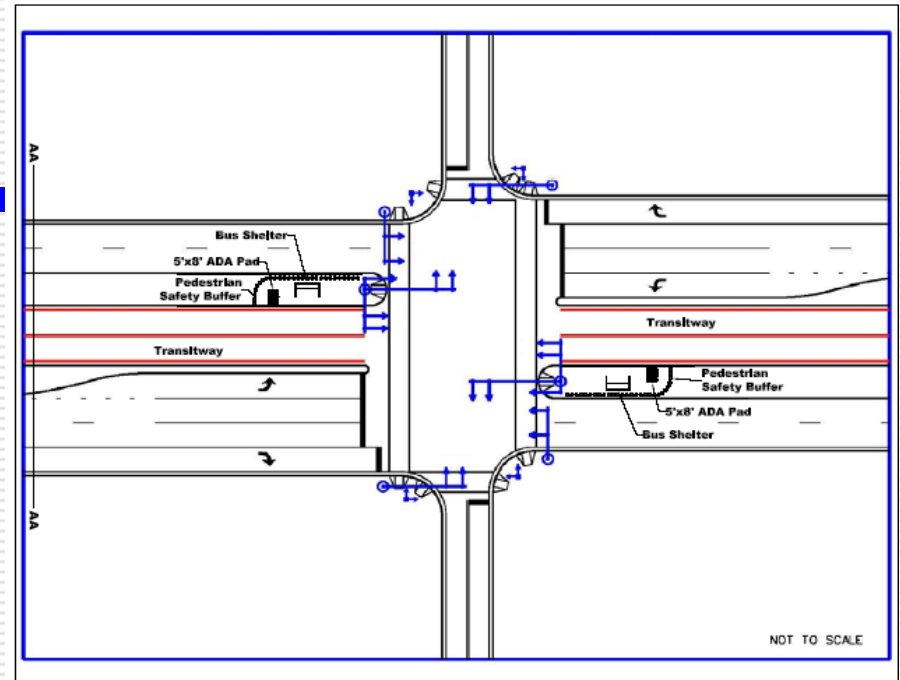
Key Factors:

Travel lanes -
11 or 12 feet

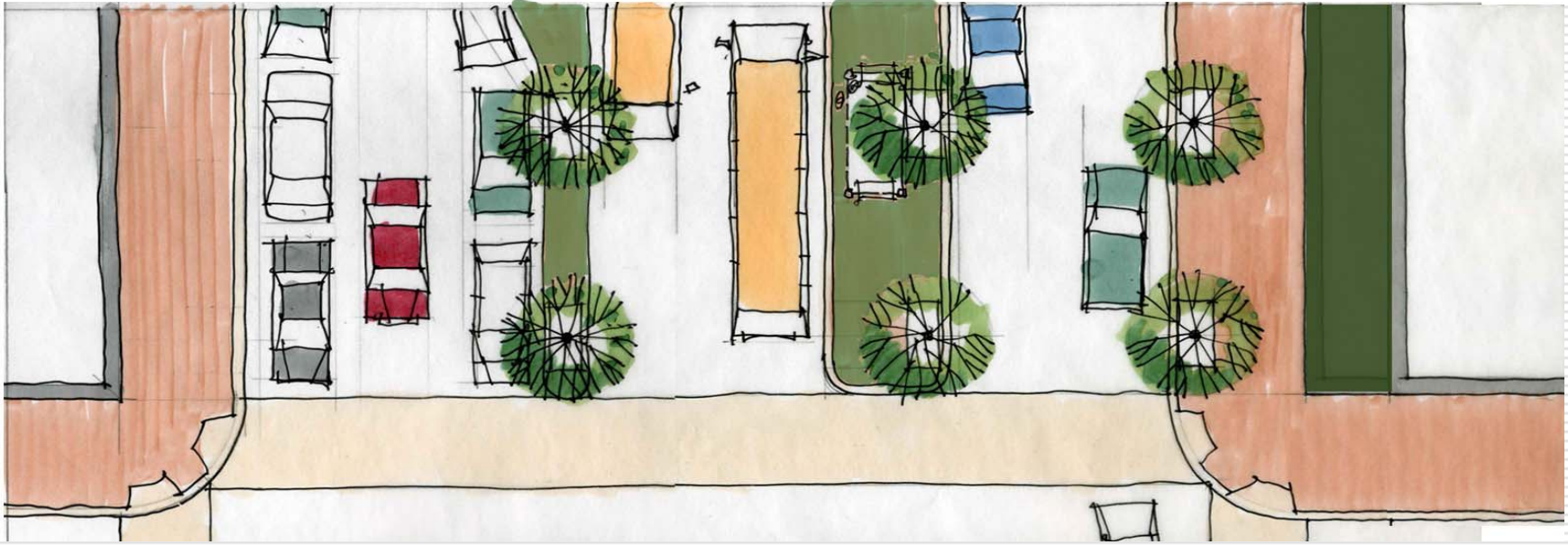
Right and left turn
lanes provided?

Station depth –
10 to 16 feet

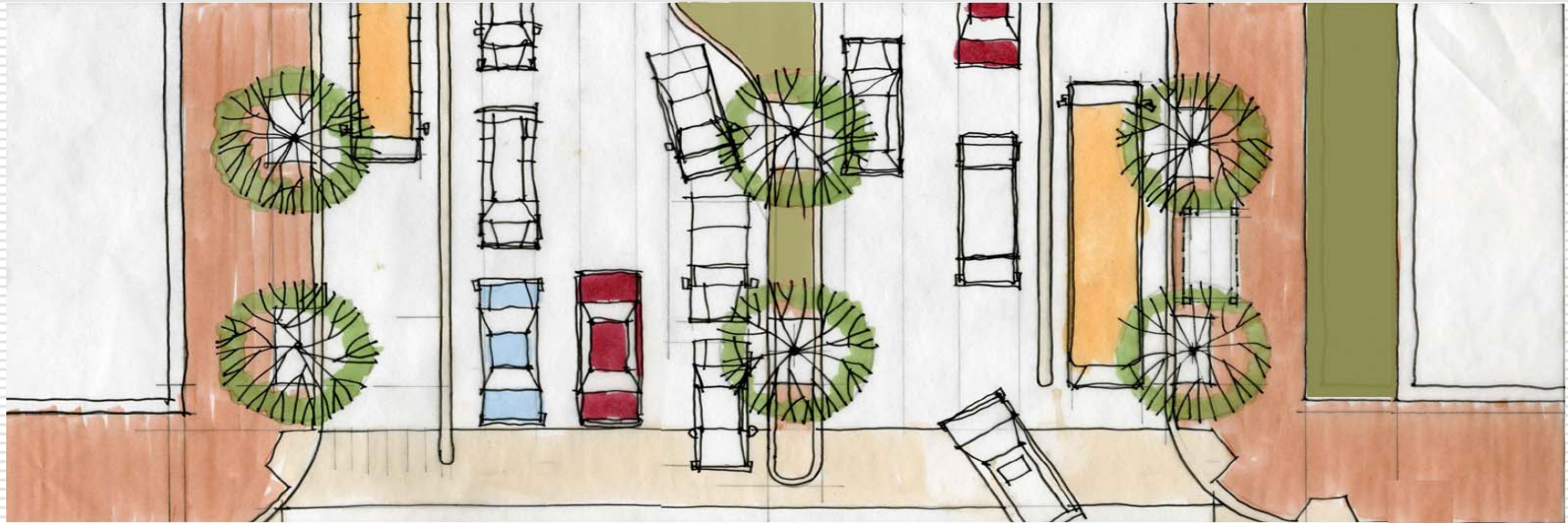
Station locations and
configuration?



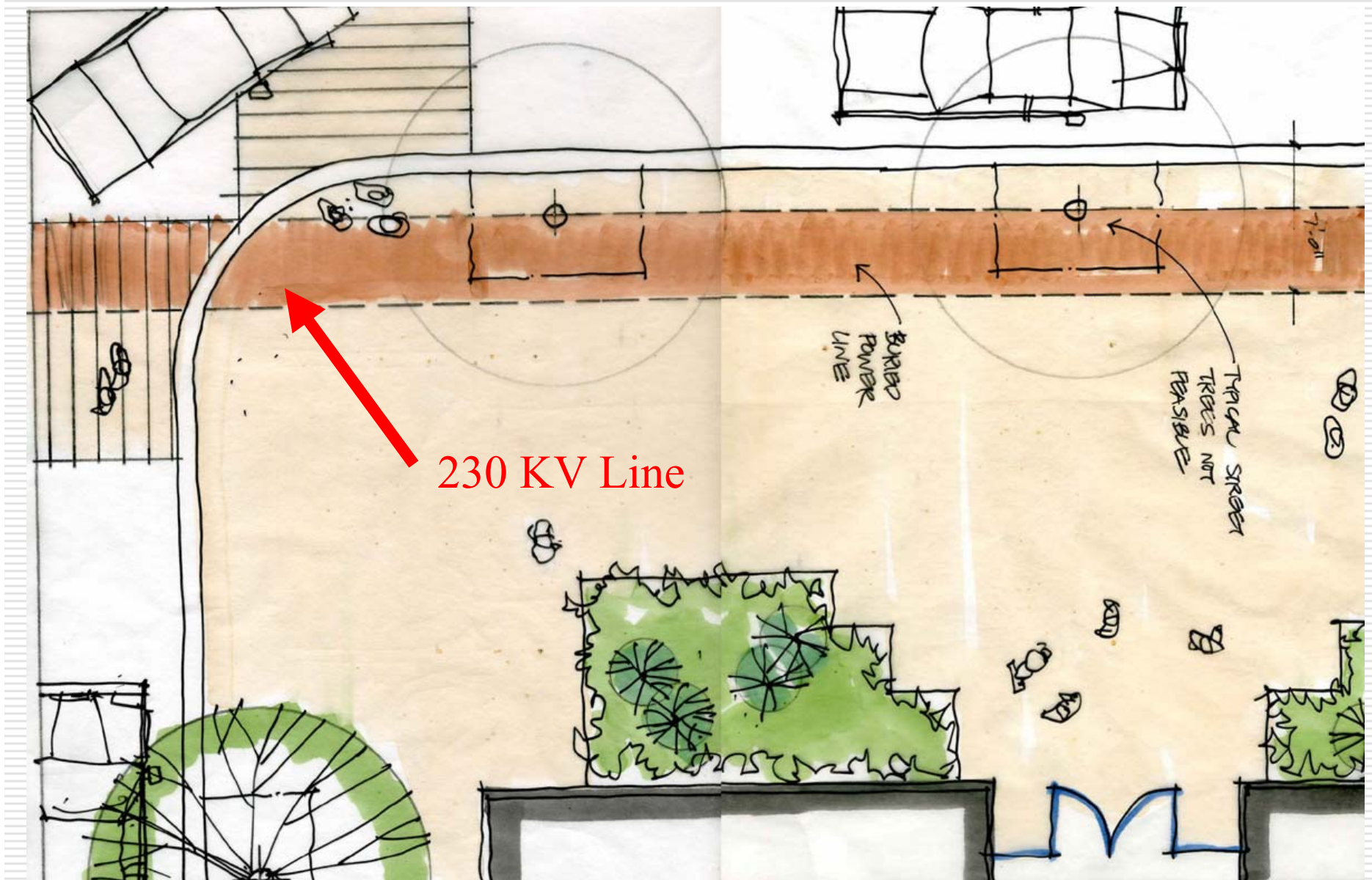
Median-Transit Lane



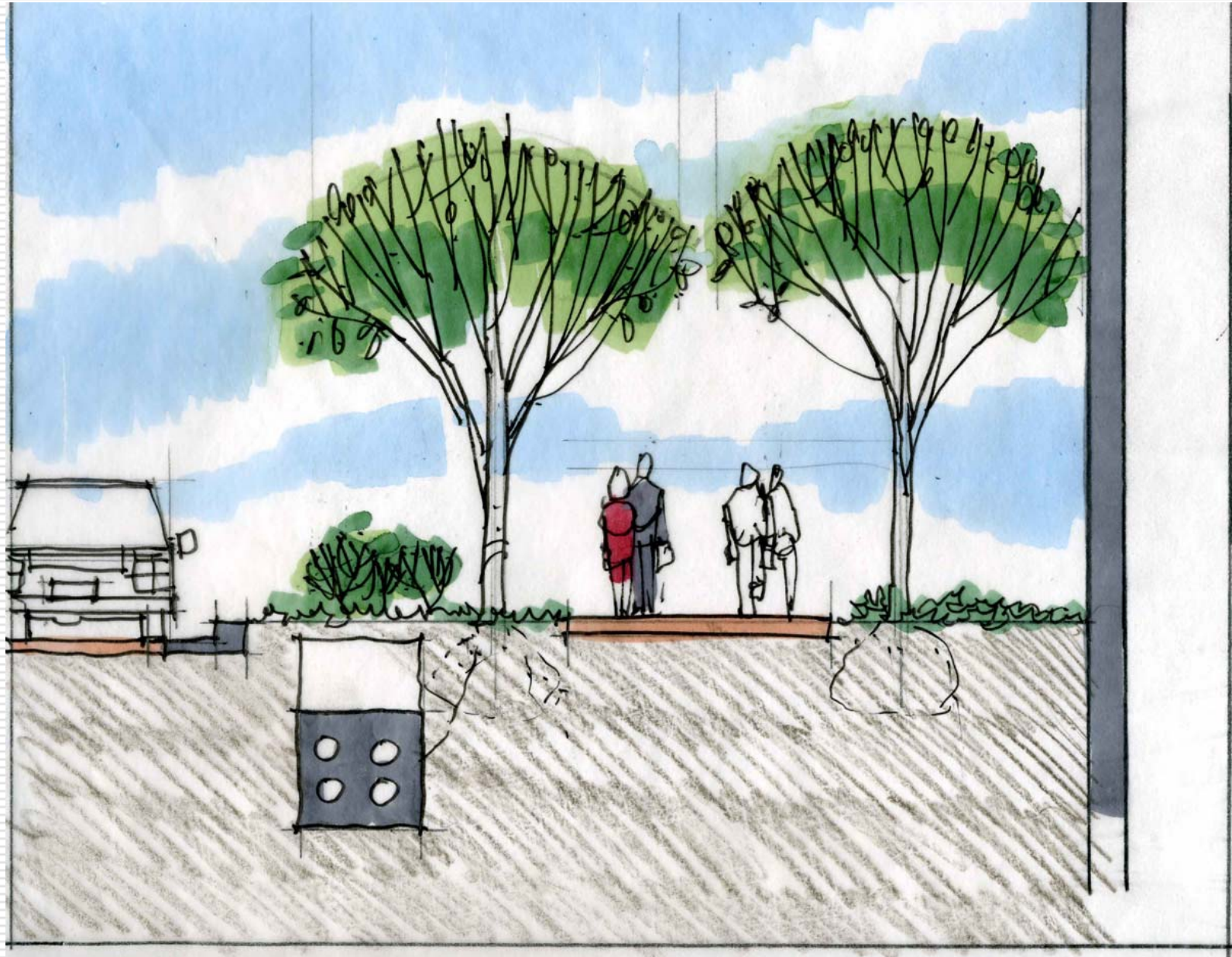
Curb Side - Transit Lane



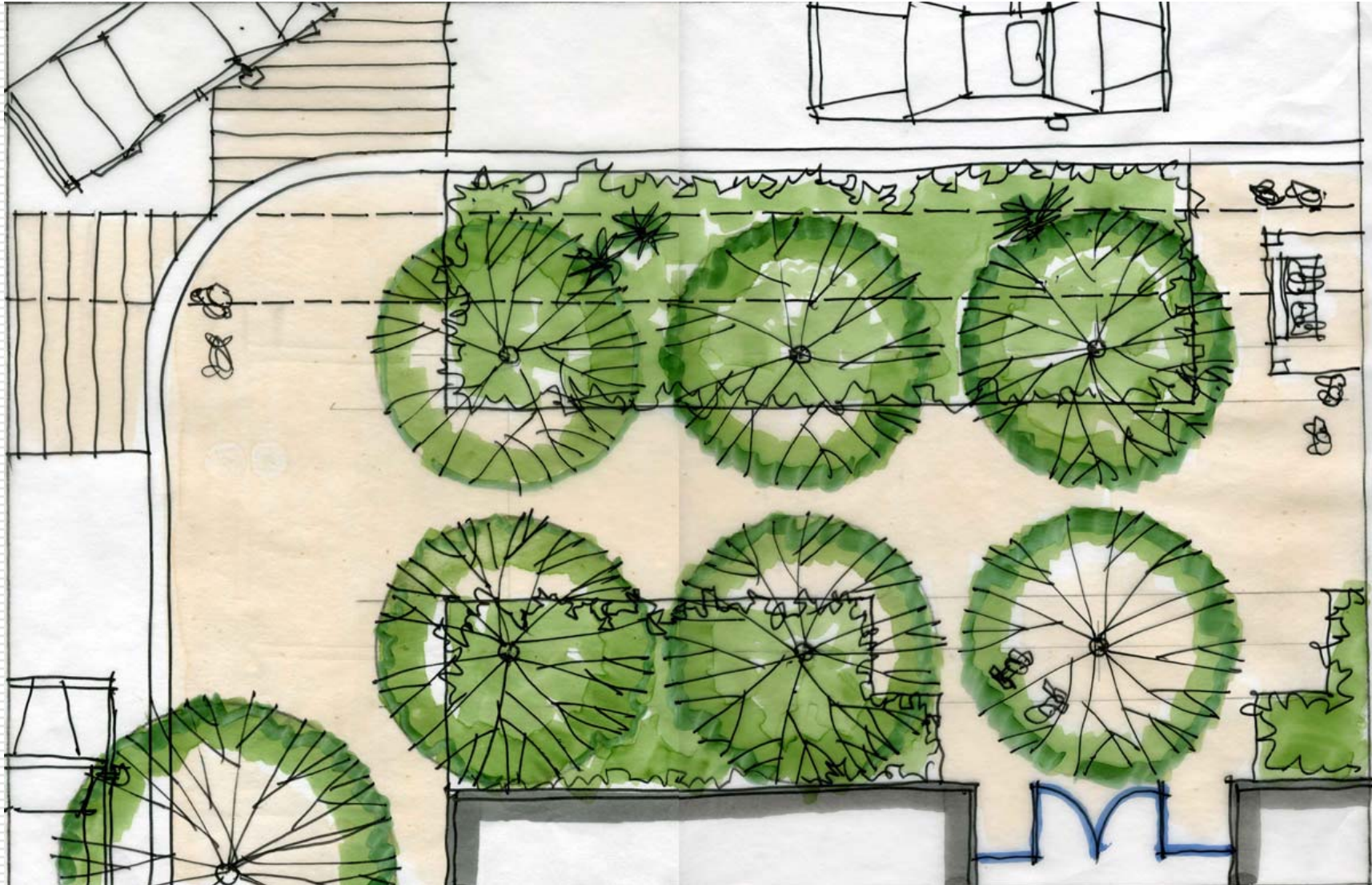
Streetscape – Street Trees



Street Trees – Route 1



Street Trees – Route 1



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